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**SUMMARY OF TELECONFERENCE MEETING #4
TRANSPORTATION AND LAND USE TECHNICAL WORKING GROUP
ARIZONA CLIMATE CHANGE ADVISORY GROUP
OCTOBER 26, 2005**

Attendance:

1. Technical Working Group members:
David Berry – Swift Transportation
Diane Brown – Arizona Public Interest Research Group
Beverly Chenausky – Arizona Department of Transportation
Jo Crumbaker (for Bob Kard) – Maricopa County Environmental Services
Becky Daggett – Governor’s Growing Smarter Council
Rob Elliott – Arizona Raft Adventures
Kirsten Engel – University of Arizona Law School
Gina Grey – Western States Petroleum Association
Ursula Kramer – Pima County Department of Environmental Quality
Willis Martin – Pulte Homes
George Seitts – Gordon C. James Public Relations
Karen O’Regan – City of Phoenix
Duane Yantorno – Arizona Department of Weights and Measures
2. ADEQ staff: Kurt Maurer, Lynn Ott
3. Center for Climate Strategies (CCS) staff: Karl Hausker, Maureen Mullen
4. Others attending: Gaye Knight, City of Phoenix; Julie Rees, Triadvocates

Background documents:

(all posted at <http://www.azclimatechange.us/template.cfm?FrontID=4672>)

1. Agenda
2. Summary of TLU TWG Call #3
3. Powerpoint presentation for meeting
4. TLU GHG Reduction Opportunities (policy matrix)

Discussion items and key issues:

1. General
 - a. Summaries from the previous TLU call and the CCAG call were reviewed.

- b. CCS is exploring options for allowing website discussions by the TWGs as well as options for document posting and dissemination.
- 2. Discussion of Policy Options Added by CCAG
 - a. Improved Traffic Flow (item 1.2.4 in 10/26 policy matrix): The TWG believes that this measure is captured in other measures included in the matrix (e.g., measures 1.2.3, 4.2.3, and others). Therefore, the TWG recommends notifying the CCAG that this measure is already captured and not adding this as a new measure.
 - b. Support for Federal Windfall Profit Tax (item 1.3.6 in 10/26 policy matrix): The TWG recommends removing this measure from the matrix, as a Federal tax is not appropriate for consideration by the TWG or CCAG.
- 3. Matrix of policy options
 - a. The discussion covered sections 3.3 (Fuel Measures), 3.4 (Fleet Vehicles), 4.1 (Freight Vehicle Technology), and 4.2 (Freight Vehicle Operation). The priority rankings of these options agreed upon by the TWG are shown in the updated policy matrix.
 - b. Discussion on the fuels options included concerns about the quality of biodiesel fuel, the need for standardization, and the invalidating of engine warranties when using more than 5 percent biodiesel. Some biodiesel is already being used in Arizona. The group also noted that the recent Energy Bill includes Federal ethanol and biodiesel requirements.
 - c. In the discussion on freight vehicle technology measures, several members indicated that they have some experience with existing diesel retrofit programs. Some of these groups encountered significant operational problems with the retrofits. The group felt the best approach for these options would be to encourage the State to take advantage of EPA money available for retrofits on government vehicles to obtain more experience in this area. This was added as a new option in the policy matrix. It was also noted that pre-1988 diesel vehicles are not allowed in the nonattainment areas in Arizona.
 - d. In the freight vehicle operation measures discussion, option 4.2.6 was changed to "Promote Idle Reduction Technologies." Several options in the vehicle operations group were viewed favorably and could likely be bundled together. A member noted that States don't have the authority to increase the size and weight of trucks (option 4.2.4).

Next steps and agreements:

- 1. CCS staff will provide recommended clusters of options for interested TWG members to work on in more detail and will suggest preliminary rankings of policy matrix options under sections 4.3, 4.4, and 4.5.
- 2. **Next TWG call**
Wednesday, Nov. 9, 2005, from 8 a.m. – 9:30 a.m.
Call #6 is scheduled for November 30 from 8:00 a.m. – 9:30 a.m.